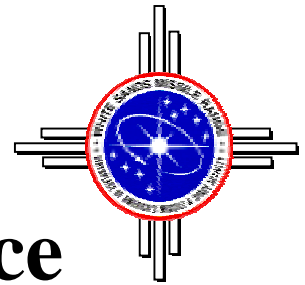




U.S. Army White Sands Missile Range



Commander's Guidance

CG-20-00

USE OF ARMY AIRCRAFT

1. The use of Army aircraft is critical to the test and evaluation mission of White Sands Missile Range (WSMR) and must be used in accordance with the rules and regulations governing their use. The purpose of this Commander's Guidance is to recognize the recent waiver authority obtained by the Army Test and Evaluation Command (ATEC) regarding the use of ATEC aircraft. This guidance also clarifies the conditions for use of WSMR air assets. This guidance does not address emergency requests seeking the use of WSMR aircraft to respond to incidents involving public safety, medical evacuation, or imminent threat of significant damage to property.

2. Aviation Support for WSMR Test Missions. The Army Air Division, National Range Operations Directorate, provides aviation support for all WSMR government or commercial test programs. All WSMR aircraft, both rotary and fixed-wing, are considered test support assets and may be used only in support of the Range's test and evaluation mission. Additionally, Range tours and over-flights that "add to the public understanding of DoD activities" are considered integral parts of the WSMR test mission. Finally, flights in support of military exercises involving the Range, to include the Roving Sands exercises, are official missions for which the use of WSMR aircraft is permitted. The below flight categories cover most WSMR aircraft mission requirements.

a. Test and Evaluation (T&E) Mission Flights. T&E mission flights require the deployment of WSMR aircraft, rotary and fixed-wing, to directly participate in test and evaluation missions, to include evacuation surveillance flights and recovery of debris and systems components. Approval authority for T&E mission flight requests is the WSMR Army Air Division.

b. Local Flights. Local flights are missions using WSMR air assets to transport personnel or equipment within the boundaries of WSMR. Also included as "local" are flights to Fort Bliss, Biggs Army Airfield, and El Paso International Airport transporting personnel/equipment that are directly related to Range missions. Again, all such flights must be in support of the WSMR T&E support mission or other authorized missions as noted above. The WSMR Army Air Division will act as the principal approval authority for local flight requests.

c. Non-Local Flights. Non-local flights involve the use of WSMR aircraft to transport personnel or equipment outside of the Range (e.g., flights to Fort Wingate, Electronic Proving Ground, or Green River). The WSMR C-12 will be the primary means for flying to sites outside of WSMR. Absent extraordinary circumstances, WSMR helicopters will not be used for non-local flight missions. Non-local flights will be used only to support WSMR T&E missions.

(1) Urgent and Compelling Flights. The WSMR Commanding General will approve the use of the WSMR aircraft for flights transporting personnel and equipment to sites outside of WSMR that are required to avoid significant costs, delay, or cancellation of tests. A rule of thumb for applying this criteria is that "but for" the transportation of the personnel/equipment at issue, the test program will incur significant costs or delay.

(2) Transportation of Other Than Senior Grade Personnel. The WSMR C-12 may be used to transport personnel and equipment in support of the Range's T&E support missions. The ATEC Aviation Officer is the approval authority for transportation requests of other than senior grade personnel.

(3) Transportation of Senior Grade Personnel (Flag Officer/SES). Army policy currently places additional restrictions on the use of air assets for transporting general officers (GO) and senior executive service (SES) personnel. Transport of any GO or SES via the WSMR C-12 must first be submitted to the Joint Operational Support Airlift Command (JOSAC) for their consideration. In the event that JOSAC cannot provide the requested support, the request for use of the WSMR C-12 will be forwarded to the Commanding General, ATEC, as the designated approval authority.

3. Travel Orders. All military and DoD civilians are authorized to fly on military air without specific air travel authorization while conducting their official duties. Contractors and other non-DoD personnel must have a written travel authorization (EWS Form 1018). The approval authority for civilians who are participating in "Public Affairs Travel" flights (range tours and range over-flights as described above) is the WSMR Commanding General. The approval authority for civilians and contractors whose military air travel are "essential to accomplish a DoD mission" is the host directorate (i.e., an individual with authority to sign travel orders (DD Form 1610)).

4. Army aircraft will not be dispatched for personal use or for the transportation of personnel or equipment to any location or event in an unofficial capacity. The proper use of the WSMR aircraft is key to assuring that our air assets are available to support all Range missions. It is important that all of us preserve and protect this increasingly scarce resource.

5. I have the utmost confidence in the ability of the WSMR Army Air Division to professionally execute their mission and effectively utilize their assets. For further guidance or information regarding the scheduling and availability of WSMR air assets, please contact the WSMR Army Air Division at 679-1315.

STEVEN W. FLOHR
Brigadier General, USA
Commanding

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